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(54) **Anti-theft device especially for motor vehicles**

Diebstahlschutzvorrichtung, insbesondere für Kraftfahrzeuge

Dispositif anti-vol, en particulier pour des véhicules automobiles

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**EP 0 610 902 B1**

## Description

**[0001]** The present invention relates to the art of anti-theft devices - especially for motor vehicles and more particularly to a device which will thwart attempts by criminal elements to forcibly commandeer a vehicle from an authorized operator.

**[0002]** The invention has particular application to preventing the escalating incidences of physical commandeering of motor vehicles occurring primarily in urban areas and it will be described with particular reference thereto; however, the invention has broader applications and is extremely effective in preventing theft of a vehicle after it has been parked by an authorized operator. Also the invention allows programmed operation of accessories associated with the vehicle upon approach and retreat of the authorized operator of the motor vehicle or when the vehicle is parked and unattended. Consequently, it is appreciated that the invention has these broader applications even though particular emphasis is applied to its primary goal of hampering or thwarting commandeering of motor vehicles.

**[0003]** There are a tremendous number of anti-theft devices for motor vehicles, many of which are now on the market. In addition, many motor vehicles are provided from the factory with integrated security or theft prevention systems. After a vehicle has been purchased, professional persons can be employed for applying sophisticated security systems or anti-theft devices on the motor vehicle. Such complicated systems are extremely expensive and can be installed only by the most talented persons and are not suitable for "Do It Yourself" vehicle owners, a group of persons that substantially outnumber those who can afford professionally installed, or factory installed, security devices. Relatively inexpensive, easily installed security devices are generally simplistic in operation and merely prevent theft of a vehicle, while the vehicle is unattended. In these devices, when an authorized operator enters the vehicle, the security device is deactivated by some unspecified act. Indeed, this situation is normally true of factory installed and professionally installed security systems. Consequently, security systems of both the inexpensive type and the professionally installed type do not, in any way, protect from or hamper a hijacking situation where a criminal element physically ejects an authorized operator and steals the motor vehicle. Thus, there is a substantial need for a device which will prevent or indeed in some way hamper, thwart or discourage hijacking of motor vehicles. Such a device would not only reduce loss of property but could also result in apprehension of criminal elements disposed to the criminal activity of physical violence directed toward theft of a motor vehicle. In addition, it would be a tremendous advantage if such device were also installed by a Do-It-Yourself person.

**[0004]** The WO-A-92/02911 describes an anti-theft device for a motor vehicle comprising a personal identification unit with a receiver transmitter to be carried by

an authorized person, vehicle mounted when means for emitting coded signals and sensing the presence of said personal identification unit in the vicinity of said motor vehicle of about 0.5 to 2 m, and vehicle mounted means for activating said anti-theft device when said sensing means indicates said personal identification unit is removed from the vicinity of said motor vehicle. This vehicle mounted device emits every 10 seconds a coded scanning signal. If said personal identification unit carried by the driver is within the radius of action of said vehicle mounted signal emitting means, the anti-theft system is maintained or becomes deactivated. If, however after a predetermined time being greater than said 10 seconds between two emissions of said coded scanning signals no response signal from said driver carried personal identification unit is sensed by the vehicle mounted device, the anti-theft device is activated or maintained activated.

**[0005]** To ensure circumstances of safety both for third parties and for an ill-intentioned person who in some way has entered inside the vehicle, when the anti-theft device is activated and the ill-intentioned person starts the engine and runs away, various alarms are given by the vehicle which indicate to the ill-intentioned person that the anti-theft device is active on the vehicle will stop within a predetermined time.

**[0006]** The US-A-4,452,197 discloses an anti-theft device for motor vehicles is disclosed which allows a thief to bring the car from a non-attention getting location to an attention getting one, for instance to drive the car away from a parking place and most likely bring it into a more "public" position. Only after this time of normal use of the car, the anti-theft device will intermittently disable the ignition system and finally stop the vehicle. However, this document does not refer to the problem of a hijacking situation where the authorized operator of the vehicle carries a personal identification unit with him.

## THE INVENTION

**[0007]** In accordance with the present invention, there is provided an anti-theft device with the features of claims 1 or 2 which can be easily attached to an object like to a motor vehicle, which device will thwart or hamper hijacking as well as prevent theft object, especially of an unattended vehicle. In accordance with the invention, the anti-theft device is a passive system, which will be armed and disarmed without physical intervention of the operator owner. This type of system is considered beneficial and premium reducing to some insurance carriers. As far as in the following it is referred to motor vehicles such reference will apply - at the same time - to other objects as well, while the subject invention is preferably applied to motor vehicles.

**[0008]** In accordance with the present invention there is provided an anti-theft device for a motor vehicle, which device comprises a personal identification unit (PID) to be carried by an authorized operator of the mo-

tor vehicle. This personal identification device (PID) has means for identifying its location in the vicinity of the motor vehicle. In other words, the PID is used to indicate when an authorized operator is in the vicinity of the vehicle. The present invention further includes a vehicle control unit mounted onto the motor vehicle so that the vehicle control unit can be shifted between a first condition and a second condition. The first condition will allow operation of the motor vehicle, whereas the second condition will inhibit operation of the motor vehicle. The control unit on the vehicle is shifted into the second, or inhibiting, mode of operation upon removal of the PID from the vicinity of the motor vehicle. In this manner, as the PID is carried by the authorized operator of the vehicle, the vehicle mounted control unit shifts to a first condition as the operator approaches the vehicle. When the operator retreats from the vehicle, the control unit automatically shifts into its second condition.

**[0009]** To prevent the vehicle from abruptly shutting down, one aspect of the invention includes a programmed stall sequence system wherein the vehicle inhibiting means gradually shifts to an absolute inhibit condition for the vehicle. In accordance with a practical embodiment of the stall sequence system of the present invention, following the time delay after removal of the PID from the vehicle, the ignition coil is first deactivated for about 65 ms. Thereafter, the ignition coil is activated for 10.0 seconds. The stall sequence cycle between coil off and coil on. The first time, i.e. the time of coil deactivation or off, is gradually increased in the subsequent stall sequence. The time of activation, when the ignition coil is connected to the battery and on, is progressively decreased. By increasing the first time and decreasing the second time alternately, ultimately the first time prevails and the vehicle is inhibited. By using this stall sequence, which lasts for about one minute, all vehicles will gradually come to a stop. Consequently, the vehicle is not immediately shut down. Such immediate vehicle shut down could result in loss of brakes, loss of steering, loss of lights, and just general havoc to a normal operation of the vehicle. By incorporating the unique and novel stall sequence of the present invention, the commandeered motor vehicle gradually becomes inoperative and the person stealing the vehicle has no option but to leave the vehicle on foot and risk apprehension.

**[0010]** The vehicle is inhibited after a given time following removal of the PID from the vicinity of the vehicle. This given time is generally greater than one minute and is preferably in the range of two minutes.

**[0011]** In this manner, when the operator walks away from the vehicle, the control unit automatically inhibits operation of the vehicle. Consequently, hijacking of the vehicle is prevented. If the person carrying the PID is physically ejected from the vehicle, the person commandeering the vehicle can not drive the vehicle a substantial distance. The control unit will be shifted into the second condition inhibiting operation of the vehicle. Since the preferred embodiment of the invention includes a

time delay, in practice two minutes, as the vehicle is commandeered and the operator is removed, the vehicle operates for a short period of time. When the vehicle is parked and left unattended by the operator carrying the PID, the control unit shifts into the second condition and the vehicle can not be operated. This prevents theft of the vehicle while it is unattended. Indeed, a vehicle equipped with the invention could be unattended with the keys in the ignition switch and the doors open. Although this scenario would be unwise and could invite an attempt to steal the vehicle, such attempt would be unsuccessful.

**[0012]** In accordance with the present invention, the anti-theft device can be installed on a motor vehicle merely by cutting a lead to the ignition coil and installing the unit in series with the ignition coil. In this manner, the first condition of the anti-theft control unit connects the ignition coil in a normal fashion. This occurs when the personal identification device is in the vicinity of the vehicle. Vicinity means less than about 15 m (50 feet). The second condition of the anti-theft device opens the circuit to the ignition coil, thus preventing operation of the vehicle.

**[0013]** In accordance with another aspect of the present invention, the personal identification device, or unit, is a small transmitter carried by an authorized operator of the motor vehicle. The transmitter has means for periodically transmitting an electromagnetic signal having a series of coded pulses, which arrangement of pulses is unique to the particular transmitter. The transmitter identifies an authorized operator of the vehicle. The control unit mounted onto the vehicle includes a receiver that has a decoding network for recognizing the unique coded pattern of the signal from the transmitter carried with the authorized operator of the vehicle. In this manner, as the operator approaches the vehicle, the coded signal is transmitted to the receiver on the vehicle. This signal shifts the control unit into the first condition. Consequently, the motor vehicle can be operated normally. As the operator retreats from the vehicle, or the vehicle drives away from the operator, the transmitted signal is no longer received by the decoder. After a preselected time, the control unit on the vehicle creates a signal indicating that the transmitter has been removed. This signal inhibits the operation of the motor vehicle by ultimately disabling the vehicle.

**[0014]** Although one of preferred embodiments of the invention includes a time delay from shifting from the operating condition to the inhibit condition, it is possible to employ the present invention without such time delay.

**[0015]** In accordance with the broad aspect of the present invention there is provided an anti-theft device for a motor vehicle comprising a unique device (PID) adapted to be carried by an authorized operator of the motor vehicle, means for creating a vehicle inhibit signal when the unique device has been removed from the vicinity of the motor vehicle for a given time and means for inhibiting operation of the vehicle upon creation of the

signal by removal of the PID from the area or vicinity of the vehicle. In accordance with this concept, the unique device is a transmitter for transmitting a coded signal to the vehicle while the transmitter is in the vicinity of the vehicle. In accordance with this aspect of the invention, the coded signal is transmitted periodically. In the preferred embodiment, the period of transmission of the coded signal from the transmitter, or PID, is 10.1 seconds. If the receiver does not receive a properly coded transmitted signal from an authorized transmitter within 2.0 minutes, a monitoring reset timer or timer sequence of a microprocessor times out and shifts the system from a first condition allowing operation of the vehicle to a second condition inhibiting operation of the vehicle. This second condition is processed by a microprocessor that implements the stall sequence, which operates a breaker in the ignition coil circuit to activate and deactivate the coil in accordance with the stall sequence as previously described. In this manner, the anti-theft device is passive. Removal of the transmitter carried by the operator from the vicinity of the vehicle prevents operation of the vehicle. If the vehicle is being commandeered it can be operated for a period of time until the stall sequence has progressed to completely deactivate the ignition coil of the vehicle. By using this concept of a time delay as well as a stall function, the vehicle is driven away from the victim and shuts down at a location substantially removed from the crime scene. For this reason, the timer stage is set for approximately 2.0 minutes and the stall function occurs within approximately one minute. Since hijacking normally involves a speedy escape by the criminal element, this timing allows the vehicle to remove itself substantially from the victim and then shut down.

[0016] In accordance with another aspect of the present invention, the vehicle mounted control unit can be programmed to include more than one authorized PID transmitters. In addition, it can be used to operate windows, lights, sirens, and other accessories.

[0017] In accordance with another aspect of the present invention, there is provided a method of preventing theft of a motor vehicle and/or hampering and thwarting hijacking of a motor vehicle according to claim 20.

[0018] The primary object of the present invention is the provision of an anti-theft device for a motor vehicle, which device is passive in operation and deactivates the car when an authorized operator is out of the vicinity of the vehicle.

[0019] Still a further object of the present invention is the provision of a control unit to be mounted on a motor vehicle, which control unit can be easily installed by a person, other than a professional.

[0020] Still a further object of the present invention is the provision of an anti-theft device, and method of operating the same, which device and method allow a car to be removed from an authorized operator but stalled in a short distance.

[0021] Still a further object of the present invention is the provision of a device and method, as defined above, which device and method are somewhat inexpensive, can be universally adapted for a variety of accessories and is easily installed by a Do-It-Yourself person having limited skills and tools.

[0022] These and other objects and advantages will become apparent from the following description taken together with the accompanying drawings.

## BRIEF DESCRIPTION OF DRAWINGS

[0023]

FIGURE 1 is an exploded pictorial view of the preferred embodiment of the present invention illustrating its use with the ignition coil of a motor vehicle; FIGURE 2 is a wiring diagram schematically illustrating the preferred embodiment of the present invention;

FIGURE 3 is a flow chart and block diagram of the programmed stall sequence system employed in the preferred embodiment of the present invention; FIGURE 4 is a modification of the preferred embodiment of the present invention wherein the vehicle mounted control unit is adapted to be programmed for accepting more than one transmitter for operating the preferred embodiment of the present invention;

FIGURE 5 is a front plan view of the module constituting the motor vehicle mounted control unit of the preferred embodiment of the present invention; FIGURE 6 is a side elevational view of a coded key of the type which is used for the embodiment of the invention as shown in FIGURE 4;

FIGURE 7 is a block diagram showing the electrical elements of the personal identification device, or PID, employed in the preferred embodiment of the present invention; and,

FIGURE 8 is a representative coded transmitted signal of the type used in the present invention and as created by the transmitter schematically illustrated in FIGURE 7.

## PREFERRED EMBODIMENT

[0024] Referring now to the drawings wherein the showings are for the purpose of illustrating a preferred embodiment of the invention only and not for the purpose of limiting same, FIGURE 1 illustrates a connection of the preferred embodiment of the present invention wherein the anti-theft control unit 10 is connected in a system including a standard motor vehicle battery 12 and an ignition coil 14. Battery cables 20, 22 provide power to coil 14 for the purpose of operating the motor vehicle. As is known, when coil 14 is inoperative, the internal combustion engine powering the motor vehicle will be rendered inoperative. In accordance with the pre-

ferred embodiment of the present invention, control unit 10 includes a microprocessor and is powered by leads 30, 32 from standard battery 12. Connection of control unit 10 on a motor vehicle includes mounting the unit by bolts in an inaccessible location. The battery cable 20 is then cut adjacent coil 14 to provide spaced ends 20a, 20b. These spaced ends are provided with electrical fasteners and to leads 10a, 10b forming the output of control unit 10, as shown in FIGURE 1. By making the cut in the power supply line of coil 14, and providing electrical fasteners at the cuts for joining with leads 10a, 10b, unit 10 is easily installed. This installation can be done by a person with relatively minor knowledge of the electrical system of a motor vehicle. Battery cables 20, 22 are removed from battery terminals 12a, 12b for connection of power leads 30, 32. In this manner, the anti-theft device, constituting control unit 10, is easily installed in a motor vehicle with very few tools and a minor amount of technical knowledge.

**[0025]** Referring now to FIGURE 2, a schematic wiring diagram of the control unit 10 is illustrated, together with the personal identification device or transmitter T, which PID transmits a series of electromagnetic coded signals S at short intervals. Transmitter T is carried by an authorized operator of the motor vehicle onto which unit 10 is mounted and includes an antenna 50 and a clip 52 for mounting the transmitter onto the person of the authorized operator. Of course, transmitter T could be carried in the clothing of the operator or otherwise carried by the operator to maintain signal S transmitting to unit 10 when the transmitter T is in the vicinity of the motor vehicle. Vicinity is a relative term and is meant to mean preferably approximately 1.5 - 6 m (5-20 feet) or generally less than about 15 m (50 feet) from the motor vehicle. After the transmitter T is beyond the vicinity of the vehicle, signal S is no longer available for detection by unit 10. In accordance with the preferred embodiment, the vehicle mounted unit 10 includes a decoder 60 having an antenna 62 and an output 64. Signal S has a unique multiple bit digital signal which is transmitted serially and periodically to unit 10. Only this unique coded signal can be recognized and acknowledged by decoder 60. This concept is standard digital practice. When a signal having the desired unique code set into decoder 60 is received by the decoder, a signal is transmitted by the output 64 to a reset timer 70. In practice the timer is formed as part of the microprocessor used in control unit 10. Of course, the timer 70 could be a reset timer formed of discrete circuit components. The timer, in accordance with the preferred embodiment of the invention, produces a logic 1 in output 72 when the timer expires without a reset signal in line 64. Expiration time of timer 70 is, in practice, 2.0 minutes. Consequently, if a signal in line 64 is not received within 2.0 minutes, the output line 72 shifts from a first condition allowing operation of the motor vehicle to a second condition indicated as a logic 1. This second condition inhibits operation of the motor vehicle in accordance with the

present invention. Output 72 is directed to stage 80 of the microprocessor which identifies whether the motor vehicle is to be operated. A logic 0 in line 72 is a reset signal resetting stage 90 of the microprocessor by a logic 1 in line 82. Consequently, when output 72 is in the first condition allowing operation of the vehicle, stage 80 has a logic 1 output in line 82 which resets stage 90 of the microprocessor in unit 10. Upon receipt of a logic 1 by stage 80, a logic 1 appears in line 84 instead of a logic 1 in line 82. Thus, a logic 0 appears in line 82 and a logic 1 appears in line 84 when a logic 1 appears in line 72. This digital condition initiates the stall sequence described in more detail in FIGURE 3 and implemented in stage 90 of the microprocessor. The stall sequence as will be described later, opens and closes the power to coil 14. This is done in the microprocessor. This function is schematically illustrated as a relay RE having a coil 92 controlled by output 94 from microprocessor stage 90. Microprocessor stage 90 is the inhibit arrangement for inhibiting the operation of the motor vehicle by gradually stalling the motor vehicle through operation of stage 90 in the manner illustrated in FIGURE 3. Relay RE is normally closed when the vehicle is to be operated. Relay RE operates breaker 100 through a coil 102 adjacent lines 20a, 20b. This power breaker 100 is mounted, in the preferred embodiment, within control unit 10. Of course, it could be a separate, discrete component outside unit 10 if desired. Breaker 100 is normally opened as shown in FIGURE 2. When relay RE is closed, breaker 100 is closed to allow operation of the coil 14 as long as ignition switch SW is closed.

**[0026]** In operation, so long as transmitter, or personal identification device T, is in the vicinity of unit 10, a reset signal periodically appears in line 64. This maintains reset timer stage 70 in its reset condition with a logic 0 in line 72. A logic 1 appears in line 82 from stage 80 to maintain the stall sequence in stage 90 of the microprocessor in the reset condition. A logic 1 appears on line 94 closing relay RE and, thus, closing breaker 100. The motor vehicle operates normally. When the operator leaves the vehicle with transmitter T, a signal is no longer received periodically by decoder 60. Thus, a reset signal does not periodically appear on line 64. Reset timer stage 70 times out shifting output 72 from a first condition allowing operation of the vehicle to a second condition inhibiting operation of the vehicle. This second condition is represented by logic 1 in line 72, which logic causes a logic 1 to appear in line 84. This initiates the stall sequence of stage 90. The stall sequence, as disclosed in FIGURE 3, ultimately causes a logic 1 to appear in line 94. This permanent or sustained logic 1 opens relay RE. When the relay RE is opened, breaker 100 is opened since it assumes its normal position. Of course, other arrangements for the relay RE and breaker 100 could be used. A normally opened breaker could be employed if desired. However, the normal position would be indicative of a logic 1 or second condition in line 72.

**[0027]** The stall sequence of stage 90 is schematically illustrated in FIGURE 3 wherein a logic 1 in line 84 commences the sequence for stalling the vehicle gradually. At the first instance, block 120 creates a logic 0 in line 94. This occurs for 65.6 milliseconds. Such signal opens breaker 100 as shown in FIGURE 2 for a very short period of time. Thereafter, a logic 1 appears in line 94 for 10.0 seconds. Thus, coil 14 can operate normally for 10 seconds. After 10 seconds, a logic 0 appears in block 120a for a time  $X_1$ . This time is greater than 65.6 milliseconds. Thereafter, a logic 1 appears in line 94 causing coil 14 to be activated for 9.5 seconds. This sequence between block 120 and block 122 continues gradually increasing the time that the coil is inactive and gradually decreasing the time when the coil is active, until reaching blocks 130, 132 where the logic 0 remains on line 94 and breaker 100 is maintained opened. The stall sequence could take a variety of configurations. By using the stall sequence, the vehicle shuts down gradually. The vehicle gradually loses power until the vehicle can no longer operate. This allows brakes, power steering, and other accessories to be operative for the purposes of steering the vehicle off the roadway and gradually stopping the vehicle. The person stealing the vehicle and leaving transmitter T behind merely experiences a gradual shut-down of the motor vehicle. This is sufficient to allow parking the vehicle at the side of the roadway. Under no circumstance can the vehicle be moved further. Thus, after two minutes without the transmitter in the vicinity of unit 10, the vehicle starts into the stall sequence. The stall sequence, in practice, lasts 1.0 minutes. Since the vehicle is normally driven away quite rapidly, the person commandeering the vehicle in a high tension situation will be many blocks from the victim before the vehicle is stalled.

**[0028]** The present invention is particularly applicable for preventing hijacking of a vehicle by stalling the vehicle at a remote location from the actual hijacking location. Of course, when the vehicle is parked and the operator leaves the vehicle, the personal identification device or transmitter T is removed. This causes unit 10 to shut down the motor vehicle in the parked unattended condition. Consequently, device 10 also performs an anti-theft prevention function. It is possible to use unit 10 to operate auxiliary components. This can be combined with a device for sensing whether the alternator is operating to know whether the vehicle is operating or parked. In normal entry, the transmitter signal is received by unit 10 and the alternator is off. In this instance, an auxiliary system is employed for unlocking the doors and enabling the ignition system by unit 10. If the vehicle is being driven the transmitter in the vehicle and the alternator is operating. Thus, device 10 enables and maintains the ignition system as illustrated in FIGURE 2. When the person exits the vehicle, the PID or transmitter is removed. The alternator had been operating; therefore, after two minutes, the ignition is progressively shut down in accordance with the stall sequence of FIGURE 3. It

is possible to apply auxiliary accessories to lock the doors in this situation. If the automobile is hijacked, which indicates a removal of the transmitter while the alternator is operating, the vehicle waits for two minutes before it is stalled in accordance with the sequence of FIGURE 3. Since the transmitter is still gone, remotely connected accessory components can be used to lock the doors, close the windows and, after the stall sequence has been implemented, disconnect the main light switch, raise the head light door, pulse the lights, and pulse a siren to signal the fact that this vehicle is being operated by someone not authorized. When the transmitter is then returned, the stall sequence is immediately deactivated by enabling the ignition. This will stop the pulsing of the lights and operation of the siren, reconnect the main highlights, return the headlamp door to driver control and allow normal driving. All of these functions can be employed by connecting external accessories to an I/O board on unit 10. The board is connected to external relays for sequencing the external accessories in accordance with the existing condition of the vehicle. The existing condition can be determined and identified by the condition of the alternator, in combination with the location of the transmitter or personal identification device T.

**[0029]** Referring now to FIGURE 4, in some instances it is necessary to operate control unit 10 by more than one transmitter. The several transmitters could be for use with other products manufactured and/or distributed by the entity distributing the present invention. Each of these transmitters  $T_A$ ,  $T_B$ ,  $T_C$  and  $T_D$  is illustrated in FIGURE 4. Four decoders 200-206 are provided to give periodic signals in line 64 upon receipt of the specific signal for which the decoders are each set. A decoder will create an output in one of the lines 200a, 202a, 204a or 206a according to the transmitter in the vicinity of unit 10. A key decoder 210 identifies the proper key K inserted into one of the key ports 120, 122, 124 or 126 as shown in FIGURES 1 and 5. Key K inserted into port 120 is first identified as a proper key by decoder 210. If the proper key is present, a signal light 230 is activated and a coded signal is received on line 240 from a particular one of the several transmitters or personal identification devices, as shown in FIGURE 4. By using the proper key K an enable signal appears on one of the lines 250, 252, 254, 256 to enable one of the decoders 200-206. The enable lines condition the decoders for receipt of the next decoded signal and for setting of the decoder to that signal code. When the decoder has been programmed with a new code, light 230 is activated indicating that there has been a coding of the unit 10 to the particular transmitter in the vicinity of the motor vehicle. Unit 10 operates in accordance with the previous discussion. As one of the transmitters having a code set into one of the decoders 200-206 is brought into the vicinity of the vehicle, the signal S causes periodic pulses in line 64.

**[0030]** In practice, a key similar to the key K illustrated

in FIGURE 1 is employed. In that instance, light 235 is mounted on the key itself. Another key arrangement is illustrated in FIGURE 6, wherein key K' has physical decoding dimples or recesses and a light 230' powered by leads 230a, 230b. In summary, a key is placed into one of the ports shown in FIGURE 5 which activates a selected one of the decoders 200-206 corresponding to the port receiving the key. The key must be identified with a particular unit 10 by the code on the key. In that situation, the decoder corresponding to the key port is loaded with the particular code of one of the transmitters shown in FIGURE 4. Consequently, several transmitters can be employed for operating the anti-theft device constructed in accordance with the present invention.

**[0031]** The small personal identification unit or transmitter T is illustrated in FIGURE 7 wherein the first stage is the "message" stage which creates a continuous signal in line 300a. This stage 300 could also be employed for use with the key K for learning the particular code of transmitter T. Under normal conditions, continuous power is applied through line 300a to the pulse timer 302. This pulse timer creates a signal in line 302a each 10.1 seconds. This signal is converted to the desired unique coded signal by encoder 304 to produce a series of binary signals which are directed to the 100 kHz oscillator 306. The output of the oscillator is a series of small or long pulses indicative of the logic 0 and a logic 1, respectively, of a binary coded signal. The coded signal is directed through line 306a to the antenna driver isolator 308 so that each 10.1 seconds an electromagnetic coded signal unique to transmitter T is transmitted from antenna 310, illustrated in FIGURE 2 as antenna 50. To prevent radio interference, the signal on antenna 310 is provided with a carrier having a frequency of 418 MHz. The resulting signal is a 100 kHz decoded serial signal with a 418 MHz carrier. This signal occurs each 10.1 seconds to reset timing stage 70 periodically as transmitter T is in the vicinity of unit 10 on the motor vehicle being controlled. It is possible that other transmitting devices could be employed to periodically reset the timer 70. The transmitter T as illustrated in FIGURE 5 produces signal S as shown in FIGURE 8 and is the preferred embodiment. This signal has a series of binary numbers defined by short pulses S1, S3 and long pulses S2 and S4.

## Claims

1. An anti-theft device for a motor vehicle, said anti-theft device comprising:

a personal identification unit to be carried by an authorized operator of said motor vehicle, sensing means, comprising means (60) for sensing the presence of said personal identification unit in the vicinity of said motor vehicle,

a vehicle control unit (10) mounted onto said motor vehicle, said vehicle control unit (10) having a first and second condition,

means for allowing operation of said motor vehicle when said control unit (10) is in said first condition and

means for inhibiting operation of said motor vehicle when said control unit (10) is in said second condition and

means for shifting said control unit (10) into said second condition upon removal of said personal identification unit from the vicinity of said motor vehicle,

## characterized in that

it further comprises timing means (70) in said sensing means for indicating removal of said personal identification unit a given time after said personal identification unit is removed from said vicinity of said motor vehicle,

said means for inhibiting operation of said motor vehicle includes program means for applying a stall sequence when said control unit (10) is shifted to said second condition, wherein said stall sequence alternately activates and deactivates the operation of the vehicle motor.

2. An anti-theft device for a motor vehicle, said anti-theft device comprising:

a personal identification unit to be carried by an authorized operator of said motor vehicle, sensing means, comprising means (60) for sensing the presence of said personal identification unit in the vicinity of said motor vehicle,

a vehicle control unit (10) mounted onto said motor vehicle, said vehicle control unit (10) having a first and second condition,

means for allowing operation of said motor vehicle when said control unit (10) is in said first condition and

means for inhibiting operation of said motor vehicle when said control unit (10) is in said second condition and

means for shifting said control unit (10) into said second condition upon removal of said personal identification unit from the vicinity of said motor vehicle,

## characterized in that

said means for inhibiting operation of said motor ve-



hicle includes program means for applying a stall sequence when said control unit is shifted to said second condition, wherein said stall sequence alternately activates and deactivates the operation of the vehicle motor for a given time following removal of the personal identification unit from the vicinity of said motor vehicle, which device allows the car to be removed from the authorized operator but stalled in a distance.

3. An anti-theft device as defined in claim 2, including timing means (70) for shifting said control unit into said second condition after a time delay subsequent to removal of said personal identification unit from the vicinity of said motor vehicle.
4. An anti-theft device as defined in any one of the claims 1 to 3, wherein said motor vehicle includes an ignition system (14) and means for deactivating said ignition system and means for activating said ignition system, and said program means includes means for alternately deactivating said ignition system for a first time and activating said ignition system for a second time.
5. An anti-theft device as defined in claim 4, wherein said first time progressively increases over time.
6. An anti-theft device as defined in claim 4 or 5, wherein said second time is progressively decreased.
7. An anti-theft device as defined in any one of claims 1 to 6, further comprising means for activating said anti-theft device when said sensing means (60) indicates said personal identification unit is removed from the vicinity of said motor vehicles.
8. An anti-theft device as defined in claim 7, including said timing means (70) in said sensing means (60) for indicating removal of said personal identification unit a given time of at least 30 seconds after said personal identification unit is removed from said vicinity of said motor vehicle.
9. An anti-theft device as defined in any one of the claims 2 to 8, wherein said vicinity locating means includes a transmitter (T) located in said personal identification unit, said transmitter (T) having means for transmitting an electromagnetic signal in a coded pattern unique to said transmitter (T) of a given authorized operator and a receiver mounted at said motor vehicle, said receiver having means for recognizing said unique coded pattern.
10. An anti-theft device as defined in claim 9, wherein said transmitter (T) transmits said signal with said unique coded pattern periodically at given intervals.

11. An anti-theft device as defined in claim 10, wherein said intervals exceed about 10.0 seconds.
12. An anti-theft device as defined in any one of the claims 1 to 11, including a control unit (10) and reset means for resetting said control unit (10) to a first condition from a second condition when said personal identification unit is brought within the vicinity of said anti-theft device.
13. An anti-theft device as defined in any one of the claims 1 to 12, wherein said motor vehicle includes an ignition system (14) connected to a battery (12) by an electrical lead (20, 22) and a switching means (100) inserted in said lead (20, 22) for connection said lead while said control unit (10) is in said first condition and for interrupting said lead when said control unit (10) is in said second condition according to the stall sequence applied by said program means.
14. An anti-theft device as defined in claim 13, including an inhibiting means wherein said inhibiting means includes said switching means (100).
15. An anti-theft device as defined in any one of the claims 1 to 14, wherein said shifting means includes means of creating an inhibit signal upon removal of the personal identification unit of a given authorized operator from the vicinity of said motor vehicle for a preselected time.
16. An anti-theft device as defined in claim 15, further including means for actuating said vehicle inhibiting means upon creation of said inhibit signal.
17. An anti-theft device as defined in claim 15 or 16, wherein said preselected time is in excess of 1.0 minute, preferably 2.0 minutes.
18. An anti-theft device as defined in any one of the claims 15 to 17, wherein said inhibit signal creating means includes a decoder means for identifying the electromagnetic signal having said unique coded pattern.
19. An anti-theft device as defined in any one of the claims 1 to 18, including shifting means wherein said shifting means includes a timer means (70) having a timed out condition for creating an inhibit signal and means for resetting said timer upon receipt of a signal with said unique coded pattern.
20. A method of hampering the theft of a motor vehicle, said method comprising the steps of providing:
  - a) a personal identification unit to be carried by an authorized operator of said motor vehicle;



b) mounting onto said motor vehicle, sensing means, comprising means for sensing the presence of said personal identification unit in the vicinity of said motor vehicle and a vehicle control unit (10), said vehicle control unit (10) having a first and second condition, means for allowing operation of said motor vehicle when said control unit (10) is in said first condition and means for inhibiting operation of said motor vehicle when said control unit (10) is in said second condition; and,

c) shifting said control unit (10) into said second condition upon removal of said personal identification unit from the vicinity of said motor vehicle

#### characterized by

d) including the additional step of applying a programmed stall sequence to said inhibit means when said control unit (10) is shifted to said second condition, wherein said stall sequence alternately activates and deactivates the operation of the vehicle motor for a given time following removal of the personal identification unit from the vicinity of said motor vehicle, which method allows the car to be removed from the authorized operator but stalled in a distance.

21. A method as defined in claim 20, wherein said motor vehicle includes an ignition system (14) and means for deactivating said system and means for activating said system, and said programmed stall sequence includes the step of alternately deactivating said system for a first time and activating said system for a second time.

22. A method as defined in claim 21, wherein said first time is progressively increased over time.

23. A method as defined in claim 21 or 22, wherein said second time is progressively decreased over time.

24. A method as defined in any one of the claims 20 to 23, said method comprising the steps of:

sensing the presence of said personal identification unit in the vicinity of said vehicle.

25. A method as defined in claim 24, further including the steps of:

inhibiting operation of said vehicle according to the stall sequence when said sensing means indicates that said personal identification unit is removed from the vicinity of said motor vehicle after a given time of at least 30 seconds.

26. A method according to claim 24 or 25, said method comprising the steps of providing:

(a) said personal identification unit having means for identifying its location in the vicinity of said motor vehicle;

(b) mounting a vehicle control unit (10) onto said motor vehicle, said vehicle control unit (10) having a first and second condition, means for allowing operation of said motor vehicle when said control unit (10) is in said first condition and means for inhibiting operation of said motor vehicle when said control unit (10) is in said second condition; and,

(c) shifting said control unit (10) into said second condition at a time of at least 30 seconds subsequent to removal of said personal identification unit from the vicinity of said motor vehicle.

27. An anti-theft device as defined in any one of the claims 1 to 19, including a control unit (10) and reset means for resetting said control unit (10) to a first condition from a second condition when said personal identification unit is brought within the vicinity of said anti-theft device.

#### Patentansprüche

1. Eine Diebstahlschutzvorrichtung für ein Kraftfahrzeug, beinhaltend  
eine von einem autorisiertem Benutzer des Autos getragene Personenidentifizierungseinheit, Mittel zum Erfassen, beinhaltend Mittel (60) zum Erfassen der Anwesenheit der Personenidentifizierungseinheit in der Nähe des Kraftfahrzeugs,  
eine an dem Kraftfahrzeug angebrachte einen ersten und einen zweiten Zustand aufweisende Fahrzeugsteuerungseinheit (10),  
Mittel zum Erlauben der Benutzung des Kraftfahrzeugs, wenn die Steuerungseinheit (10) in dem ersten Zustand ist und  
Mittel zum Verhindern der Benutzung des Kraftfahrzeugs, wenn die Steuerungseinheit (10) in dem zweiten Zustand ist und  
Mittel zum Umschalten der Steuerungseinheit (10) in den zweiten Zustand nach dem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs,  
**dadurch gekennzeichnet, daß**  
sie zusätzlich Zeitgabemittel (70) für die Anzeige des Entfernen der Personenidentifizierungseinheit nach einer gegebenen Zeit, nachdem die Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs entfernt wird, in den Mitteln zum Er-

- fassen enthält,  
und die Mittel zum Verhindern der Benutzung des Kraftfahrzeugs Programmiermittel enthalten, die eine Blockiersequenz anwenden, wenn die Steuerungseinheit (10) in den zweiten Zustand umgeschaltet wird, wobei die Blockiersequenz abwechselnd die Tätigkeit des Fahrzeugmotors aktiviert und deaktiviert.
2. Diebstahlschutzvorrichtung für ein Kraftfahrzeug, beinhaltend  
eine von einem autorisierten Benutzer des Autos getragene Personenidentifizierungseinheit, Mittel zum Erfassen, beinhaltend Mittel (60) zum Erfassen der Anwesenheit der Personenidentifizierungseinheit in der Nähe des Kraftfahrzeugs,  
eine an dem Kraftfahrzeug angebrachte einen ersten und einem zweiten Zustand aufweisende Fahrzeugsteuerungseinheit (10),  
Mittel zum Erlauben der Benutzung des Kraftfahrzeugs, wenn die Steuerungseinheit (10) in dem ersten Zustand ist und  
Mittel zum Verhindern der Benutzung des Kraftfahrzeugs, wenn die Steuerungseinheit (10) in dem zweiten Zustand ist und  
Mittel zum Umschalten der Steuerungseinheit (10) in den zweiten Zustand nach dem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs,  
**dadurch gekennzeichnet, daß**  
die Mittel zum Verhindern der Benutzung des Kraftfahrzeugs Programmiermittel enthalten, die eine Blockiersequenz anwenden, wenn die Steuerungseinheit (10) in den zweiten Zustand umgeschaltet wurde, wobei die Blockiersequenz abwechselnd die Tätigkeit des Fahrzeugmotors für eine gegebene Zeit nach dem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs aktiviert und deaktiviert, und die Vorrichtung es dem Fahrzeug gestattet, von dem autorisierten Benutzer entfernt zu werden, aber nach einer Entfernung blockiert.
  3. Diebstahlschutzvorrichtung nach Anspruch 2, umfassend Zeitgabemittel (70) für das Verschieben der Steuerungseinheit in den zweiten Zustand nach einer Zeitverzögerung nach dem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs.
  4. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 3, wobei das Kraftfahrzeug ein Zündsystem (14) und Mittel zur Deaktivierung des Zündsystems und Mittel zur Aktivierung des Zündsystems enthält und die Programmiermittel Mittel zum abwechselnden Deaktivieren des Zündsystems für eine erste Zeit und Aktivieren des Zündsystems für eine zweite Zeit enthalten.
  5. Diebstahlschutzvorrichtung nach Anspruch 4, wobei die erste Zeit sich mit der Zeit fortschreitend erhöht.
  6. Diebstahlschutzvorrichtung nach Anspruch 4 oder 5, wobei die zweite Zeit mit der Zeit fortschreitend verringert wird.
  7. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 6, ferner umfassend Mittel zur Aktivierung der Diebstahlschutzvorrichtung, wenn die Mittel zum Erfassen (60) anzeigen, daß die Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs entfernt wurde.
  8. Diebstahlschutzvorrichtung nach Anspruch 7, beinhaltend Zeitgabemittel (70) in den Mitteln zum Erfassen (60) zur Anzeige des Entfernens der Personenidentifizierungseinheit nach einer gegebenen Zeit von mindestens 30 Sekunden, nachdem die Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs entfernt wurde.
  9. Diebstahlschutzvorrichtung nach einem der Ansprüche 2 bis 8, wobei die Mittel zum Erfassen der Nähe einen Transmitter (T) umfassen, der in der Personenidentifizierungseinheit enthalten ist, wobei der Transmitter Mittel zur Übermittlung eines elektromagnetischen Signals in einem für den Transmitter (T) einmaligen kodierten Muster eines autorisierten Benutzers besitzt, sowie einen Empfänger enthalten, der an dem Kraftfahrzeug angebracht ist und Mittel zur Erkennung des einmaligen kodierten Musters besitzt.
  10. Diebstahlschutzvorrichtung nach Anspruch 9, wobei der Transmitter (T) das Signal mit dem einmaligen kodierten Muster periodisch zu gegebenen Intervallen übermittelt.
  11. Diebstahlschutzvorrichtung nach Anspruch 10, wobei das Intervall etwa 10.0 Sekunden übersteigt.
  12. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 11, beinhaltend eine Steuerungseinheit (10) und Rücksetzmittel für das Rücksetzen der Steuerungseinheit (10) von dem zweiten Zustand in den ersten Zustand, wenn die Personenidentifizierungseinheit in die Nähe der Diebstahlschutzvorrichtung gebracht wird.
  13. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 12, wobei das Kraftfahrzeug ein durch eine elektrische Leitung (20, 22) an eine Batterie (12) angeschlossenes Zündsystem (14) und in die elektrische Leitung (20, 22) eingefügte Mittel zum Umschalten (100) beinhaltet, um die Leitung zu verbinden, während die Steuerungseinheit (10) in dem

ersten Zustand ist, und um die Leitung gemäß der durch die Programmiermittel angewandten Blockiersequenz zu unterbrechen, während die Steuerungseinheit (10) in dem zweiten Zustand ist.

14. Diebstahlschutzvorrichtung nach Anspruch 13, beinhaltend Mittel zum Verhindern, wobei die Mittel zum Verhindern die Mittel zum Umschalten (100) beinhalten.

15. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 14, wobei die Mittel zum Umschalten Mittel zur Erzeugung eines Sperrsignals nach dem Entfernen der Personenidentifizierungseinheit eines gegebenen autorisierten Benutzers aus der Nähe des Kraftfahrzeuges für eine vorherbestimmte Zeit beinhalten.

16. Diebstahlschutzvorrichtung nach Anspruch 15, noch beinhaltend Mittel zum Auslösen der Mittel zum Verhindern nach der Erzeugung des Sperrsignals.

17. Diebstahlschutzvorrichtung nach Anspruch 15 oder 16, wobei die vorherbestimmte Zeit mehr als 1,0 Minuten, bevorzugt 2,0 Minuten, beträgt.

18. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 17, wobei die Mittel zur Erzeugung des Sperrsignals Decodermittel zur Identifizierung des elektromagnetischen Signals mit dem einmaligen kodierten Muster beinhalten.

19. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 18, beinhaltend Mittel zum Umschalten, wobei die Mittel zum Umschalten Zeitgabermittel (70) mit einem Unterbrechungszustand zur Erzeugung eines Sperrsignals und Mittel zum Rücksetzen der Zeitsteuerung nach Empfang eines Signals mit dem einmaligen kodierten Muster umfassen.

20. Verfahren zum Erschweren des Diebstahls eines Kraftfahrzeuges, umfassend die Schritte des Bereitstellens

a) einer von einem autorisierten Benutzer des Autos getragene Personenidentifizierungseinheit,

b) an dem Kraftfahrzeug angebrachte Mittel zum Erfassen, beinhaltend Mittel zum Erfassen der Anwesenheit der Personenidentifizierungseinheit in der Nähe des Kraftfahrzeuges und eine ersten und einem zweiten Zustand aufweisende Fahrzeugsteuerungseinheit (10), Mittel zum Erlauben der Benutzung des Kraftfahrzeuges, wenn die Steuerungseinheit (10) in

dem ersten Zustand ist und Mittel zum Verhindern der Benutzung des Kraftfahrzeuges, wenn die Steuerungseinheit (10) in dem zweiten Zustand ist; und

c) Umschalten der Steuerungseinheit (10) in den zweiten Zustand nach dem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeuges

**gekennzeichnet durch**

d) Enthalten des zusätzlichen Schrittes der Anwendung einer programmierten Blockiersequenz auf die Mittel zum Verhindern, wenn die Steuerungseinheit (10) in dem zweiten Zustand ist, wobei die Blockiersequenz nach einem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeuges abwechselnd für eine bestimmte Zeit die Tätigkeit des Fahrzeugmotors aktiviert und deaktiviert, wobei das Verfahren dem Fahrzeug gestattet, von dem autorisierten Benutzer entfernt zu werden, aber nach einer Entfernung blockiert.

21. Verfahren nach Anspruch 20, wobei das Kraftfahrzeug ein Zündsystem (14) und Mittel zum Deaktivieren dieses Systems und Mittel zum Aktivieren dieses Systems enthält und die programmierte Blockiersequenz den Schritt des abwechselnderi Deaktivierens des Systems für eine erste Zeit und Aktivierens des Systems für eine zweite Zeit enthält.

22. Verfahren nach Anspruch 21, wobei die erste Zeit mit der Zeit fortschreitend erhöht wird.

23. Verfahren nach Anspruch 21 oder 22, wobei die zweite Zeit mit der Zeit fortschreitend verringert wird.

24. Verfahren nach einem der Ansprüche 20 bis 23, beinhaltend den Schritt des Erfassens der Anwesenheit der Personenidentifizierungseinheit in der Nähe des Fahrzeugs.

25. Verfahren nach Anspruch 24, zusätzlich beinhaltend den Schritt des Verhinderns der Tätigkeit des Fahrzeugs nach einer gegebenen Zeit von mindestens 30 Sekunden gemäß der Blockiersequenz, wenn die Mittel zum Erfassen anzeigen, daß die Personenidentifizierungseinheit aus der Nähe des Fahrzeugs entfernt wurde.

26. Verfahren nach Anspruch 24 oder 25, beinhaltend die Schritte des Bereitstellens,

a) daß die Personenidentifizierungseinheit Mittel zur Identifizierung ihrer Position in der Nähe

des Kraftfahrzeuges besitzt,

b) Anbringen einer einen ersten und einen zweiten Zustand aufweisenden Fahrzeugsteuerungseinheit (10) an dem Kraftfahrzeug, Mittel zum Erlauben der Benutzung des Kraftfahrzeuges, wenn die Steuerungseinheit (10) in dem ersten Zustand ist und Mittel zum Verhindern der Benutzung des Kraftfahrzeuges, wenn die Steuerungseinheit (10) in dem zweiten Zustand ist; und

c) Umschalten der Steuerungseinheit (10) in den zweiten Zustand zu einer Zeit mindestens 30 Sekunden nach dem Entfernen der Personenidentifizierungseinheit aus der Nähe des Kraftfahrzeugs.

27. Diebstahlschutzvorrichtung nach einem der Ansprüche 1 bis 19, beinhaltend eine Steuerungseinheit (10) und Rücksetzmittel zum Rücksetzen der Steuerungseinheit (10) von einem zweiten Zustand in einen ersten Zustand, wenn die Personenidentifizierungseinheit in die Nähe des Kraftfahrzeugs gebracht wird.

#### Revendications

1. Un dispositif antivol pour un véhicule automobile, ledit dispositif antivol comprenant :

un ensemble d'identification personnel devant être porté par un opérateur autorisé dudit véhicule automobile, des moyens de détection comprenant des moyens (60) pour détecter la présence dudit ensemble d'identification personnel au voisinage du véhicule automobile,

un ensemble de commande de véhicule (10) monté sur ledit véhicule automobile, ledit ensemble de commande de véhicule (10) présentant un premier et un second état,

des moyens pour permettre le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit premier état,

des moyens pour empêcher le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit second état, et

des moyens pour décaler ledit ensemble de commande (10) et l'amener dans ledit second état lors du déplacement dudit ensemble de vérification personnel hors du voisinage dudit vé-

hicule automobile,

#### caractérisé en ce que

il comprend en outre des moyens de synchronisation (70) dans lesdits moyens de détection pour indiquer le déplacement dudit ensemble d'identification personnel à un temps déterminé après que ledit ensemble d'identification personnel soit déplacé hors du voisinage dudit véhicule automobile, lesdits moyens pour empêcher le fonctionnement dudit véhicule automobile comprennent des moyens de programme pour appliquer une séquence de blocage lorsque que ledit ensemble de commande (10) est décalé vers ledit second état, ladite séquence de blocage activant et désactivant alternativement le fonctionnement du véhicule automobile.

2. Un dispositif antivol pour un véhicule automobile, ledit dispositif antivol comprenant :

un ensemble d'identification personnel devant être porté par un opérateur autorisé dudit véhicule automobile, des moyens de détection comprenant des moyens (60) pour détecter la présence dudit ensemble d'identification personnel au voisinage dudit véhicule automobile,

un ensemble de commande de véhicule (10) monté sur ledit véhicule automobile, ledit ensemble de commande (10) présentant un premier et un second état,

des moyens pour permettre le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit premier état,

des moyens pour empêcher le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit second état, et

des moyens pour décaler ledit ensemble de commande (10) et l'amener dans ledit second état lors du déplacement dudit ensemble d'identification personnel hors du voisinage dudit véhicule automobile,

#### caractérisé en ce que

lesdits moyens pour empêcher le fonctionnement dudit véhicule automobile comprennent des moyens de programme pour appliquer une séquence de blocage lorsque ledit ensemble de commande est décalé vers ledit second état, ladite séquence de blocage activant et désactivant alternativement le fonctionnement du véhicule automobile pendant un temps déterminé suivant le déplace-

- ment de l'ensemble d'identification personnel hors du voisinage dudit véhicule automobile, lequel dispositif permet à la voiture d'être déplacée hors de l'opérateur autorisé mais bloquée à distance.
3. Un dispositif antivol tel que défini à la revendication 2, comprenant des moyens de synchronisation (70) pour décaler ledit ensemble de commande et l'amener dans ledit second état après un retard de temps suivant le déplacement dudit ensemble d'identification personnel hors du voisinage dudit véhicule automobile.
  4. Un dispositif antivol tel que défini dans une quelconque des revendications 1 à 3, dans lequel ledit véhicule automobile comprend un système d'allumage (14) et des moyens pour désactiver ledit système d'allumage ainsi que des moyens pour activer ledit système d'allumage, et dans lequel lesdits moyens de programme comprennent des moyens pour désactiver alternativement ledit système d'allumage pendant un premier temps et activer ledit système d'allumage pendant un second temps.
  5. Un dispositif antivol tel que défini à la revendication 4, dans lequel la durée dudit premier temps augmente de manière progressive.
  6. Un dispositif antivol tel que défini à la revendication 4 ou 5, dans lequel la durée dudit second temps diminue de manière progressive.
  7. Un dispositif antivol tel que défini dans une quelconque des revendications 1 à 6, comprenant en outre des moyens pour activer ledit dispositif antivol lorsque lesdits moyens de détection (60) indiquent que ledit ensemble d'identification personnel est déplacé hors du voisinage desdits véhicules automobiles.
  8. Un dispositif antivol tel que défini à la revendication 7, comprenant lesdits moyens de synchronisation (70) dans lesdits moyens de détection (60) pour indiquer le déplacement dudit ensemble d'identification personnel à un temps déterminé d'au moins 30 secondes après que ledit ensemble d'identification personnel soit déplacé hors dudit voisinage dudit véhicule automobile.
  9. Un dispositif antivol tel que défini dans une quelconque des revendications 2 à 8, dans lequel lesdits moyens de situation de voisinage comprennent un émetteur (T) situé dans ledit ensemble d'identification personnel, ledit émetteur (T) présentant des moyens pour émettre un signal électromagnétique dans un motif codé unique audit émetteur (T) d'un opérateur autorisé déterminé et un récepteur monté au niveau dudit véhicule automobile, ledit récepteur présentant des moyens pour reconnaître ledit motif codé unique.
  10. Un dispositif antivol tel que défini à la revendication 9, dans lequel ledit émetteur (T) émet ledit signal avec ledit motif codé unique de manière périodique à des intervalles déterminés.
  11. Un dispositif antivol tel que défini à la revendication 10, dans lequel lesdits intervalles dépassent environ 10,0 secondes.
  12. Un dispositif antivol tel que défini dans une quelconque des revendications 1 à 11, comprenant un ensemble de commande (10) et des moyens de remise à l'état initial pour remettre ledit ensemble de commande (10) à un premier état à partir d'un second état lorsque ledit ensemble d'identification personnel est amené à l'intérieur du voisinage dudit dispositif antivol.
  13. Un dispositif antivol tel que défini dans une quelconque des revendications 1 à 12, dans lequel ledit véhicule automobile comprend un système d'allumage (14) relié à une batterie (12) par un conducteur électrique (20, 22) et un moyen de commutation (100) inséré dans ledit conducteur (20, 22) pour relier ledit conducteur alors que ledit ensemble de commande (10) est dans le premier état et pour interrompre ledit conducteur lorsque ledit ensemble de commande (10) est dans ledit second état conformément à la séquence de blocage appliquée par lesdits moyens de programme.
  14. Un dispositif antivol tel que défini à la revendication 13, comprenant un moyen d'empêchement, où ledit moyen d'empêchement comprend ledit moyen de commutation (100).
  15. Un dispositif antivol tel que défini dans l'une quelconque des revendications 1 à 14, dans lequel lesdits moyens de décalage comprennent des moyens de création d'un signal d'empêchement lors du déplacement de l'ensemble d'identification personnel d'un opérateur autorisé déterminé hors du voisinage dudit véhicule automobile pendant un temps présélectionné.
  16. Un dispositif antivol tel que défini à la revendication 15, comprenant en outre des moyens pour actionner ledit moyen d'empêchement du véhicule lors de la création dudit signal d'empêchement.
  17. Un dispositif antivol tel que défini à la revendication 15 ou 16, dans lequel ledit temps présélectionné est supérieur à une 1,0 minute, de préférence 2,0 minutes.

18. Un dispositif antivol tel que défini dans une quelconque des revendications 15 à 17, dans lequel lesdits moyens de création du signal d'empêchement comprennent un moyen de décodage pour identifier le signal électromagnétique présentant ledit motif codé unique.
19. Un dispositif antivol tel que défini dans une quelconque des revendications 1 à 18, comprenant des moyens de décalage, où lesdits moyens de décalage comprennent un moyen de synchronisation (70) présentant un état de fin de synchronisation pour créer un signal d'empêchement et des moyens pour remettre à l'état initial ledit moyen de synchronisation lors de la réception d'un signal avec ledit motif codé unique.
20. Un procédé pour empêcher le vol d'un véhicule automobile, ledit procédé comprenant les étapes consistant à :
- a) créer un ensemble d'identification personnel devant être porté par un opérateur autorisé du véhicule automobile ;
  - b) monter, sur ledit véhicule automobile, des moyens de détection comprenant des moyens pour détecter la présence dudit ensemble d'identification personnel au voisinage du véhicule automobile ainsi qu'un ensemble de commande de véhicule (10), ledit ensemble de commande de véhicule (10) présentant un premier et un second état, des moyens pour permettre le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit premier état et des moyens pour empêcher le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit second état ; et
  - c) décaler ledit ensemble de commande (10) et l'amener dans ledit second état lors du déplacement dudit ensemble d'identification personnel hors du voisinage dudit véhicule automobile.
- caractérisé par**
- d) le fait d'inclure l'étape supplémentaire consistant à appliquer auxdits moyens d'empêchement une séquence de blocage programmée lorsque ledit ensemble de commande (10) est décalé vers ledit second état, ladite séquence de blocage activant et désactivant alternativement le fonctionnement du véhicule automobile pendant un temps déterminé suivant le déplacement de l'ensemble d'identification personnel hors du voisinage dudit véhicule automobile, lequel procédé permet à la voiture d'être déplacée hors de l'opérateur autorisé mais bloquée à distance.
21. Un procédé tel que défini à la revendication 20, dans lequel ledit véhicule automobile comprend un système d'allumage (14) et des moyens pour désactiver ledit système ainsi que des moyens pour activer ledit système, et dans lequel ladite séquence de blocage programmée comprend l'étape consistant à désactiver manuellement ledit système pendant un premier temps et à activer ledit système pendant un second temps.
22. Un procédé tel que défini à la revendication 21, dans lequel la durée dudit premier temps est augmentée de manière progressive.
23. Un procédé tel que défini à la revendication 21 ou 22, dans lequel la durée dudit second temps est diminuée de manière progressive.
24. Un procédé tel que défini dans une quelconque des revendications 20 à 23, ledit procédé comprenant les étapes consistant à :
- détecter la présence dudit ensemble d'identification personnel au voisinage dudit véhicule.
25. Un procédé tel que défini à la revendication 24, comprenant en outre les étapes consistant à :
- empêcher le fonctionnement dudit véhicule conformément à la séquence de blocage lorsque lesdits moyens de détection indiquent que ledit ensemble d'identification personnel est déplacé hors du voisinage dudit véhicule automobile après un temps déterminé d'au moins 30 secondes.
26. Un procédé selon la revendication 24 ou 25, ledit procédé comprenant les étapes consistant à :
- a) créer ledit ensemble d'identification personnel présentant des moyens pour identifier son emplacement au voisinage dudit véhicule automobile ;
  - b) monter un ensemble de commande de véhicule (10) sur ledit véhicule automobile, ledit ensemble de commande de véhicule (10) présentant un premier et un second état, des moyens pour permettre le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit premier état et des moyens pour empêcher le fonctionnement dudit véhicule automobile lorsque ledit ensemble de commande (10) est dans ledit second état ; et

c) décaler ledit ensemble de commande (10) et l'amener dans ledit second état à un temps d'au moins 30 secondes suivant le déplacement dudit ensemble d'identification personnel hors du voisinage dudit véhicule automobile.

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27. Un dispositif antivol tel que défini dans une quelconque des revendications 1 à 19, comprenant un ensemble de commande (10) et des moyens de remise à l'état initial pour remettre ledit ensemble de commande (10) à un premier état à partir d'un second état lorsque ledit ensemble d'identification personnel est amené à l'intérieur du voisinage dudit dispositif antivol.

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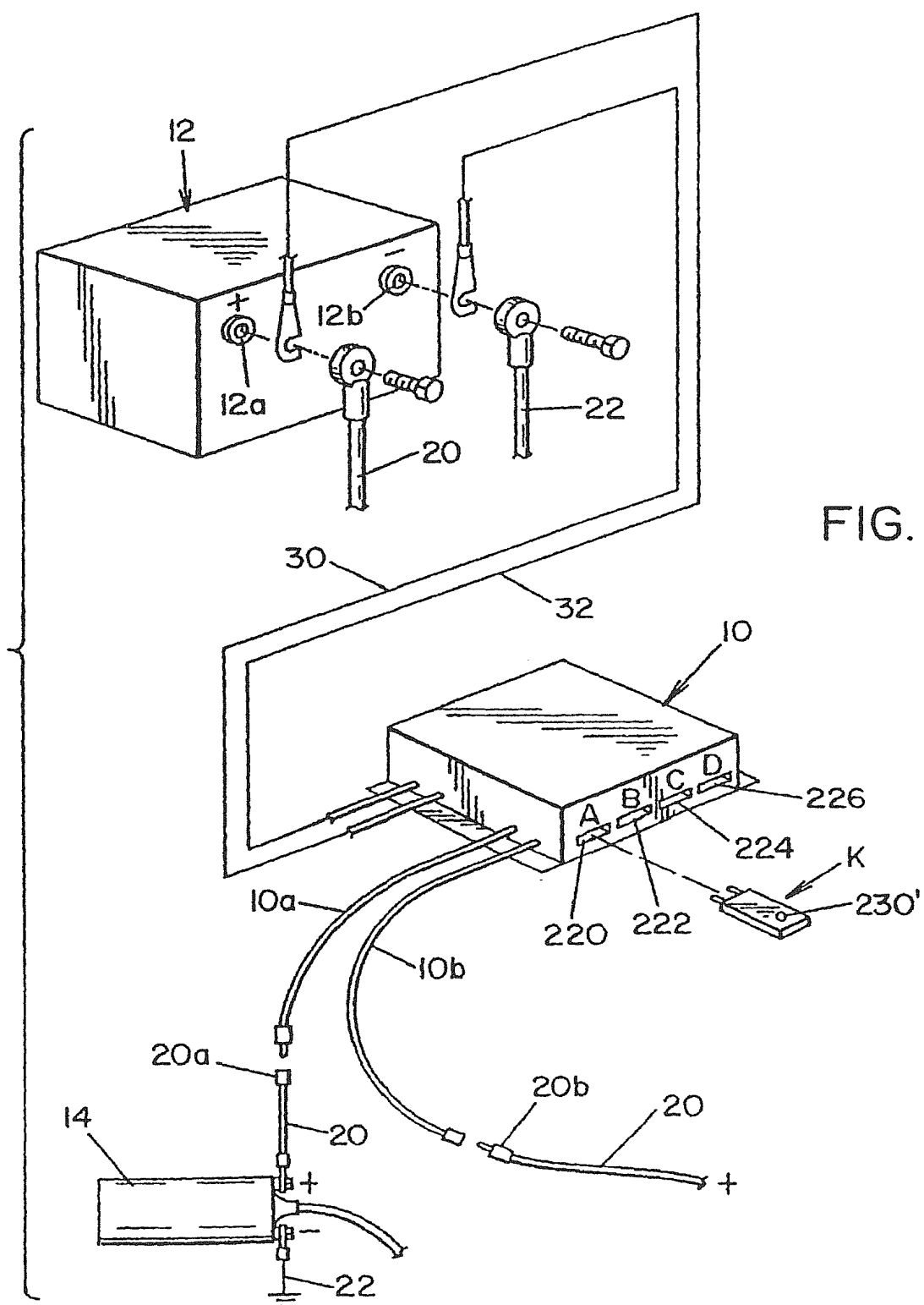


FIG. 2

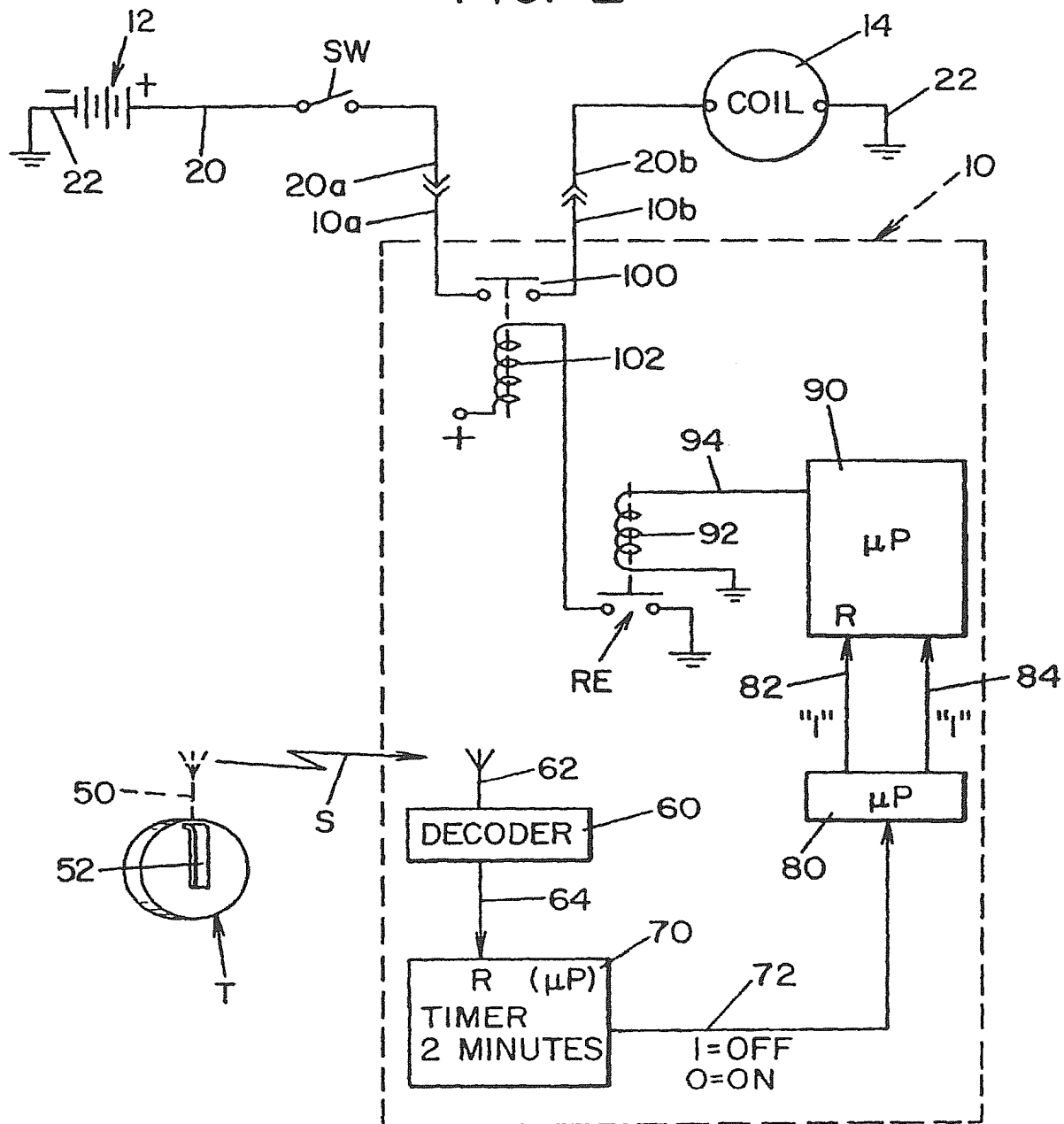


FIG. 3

